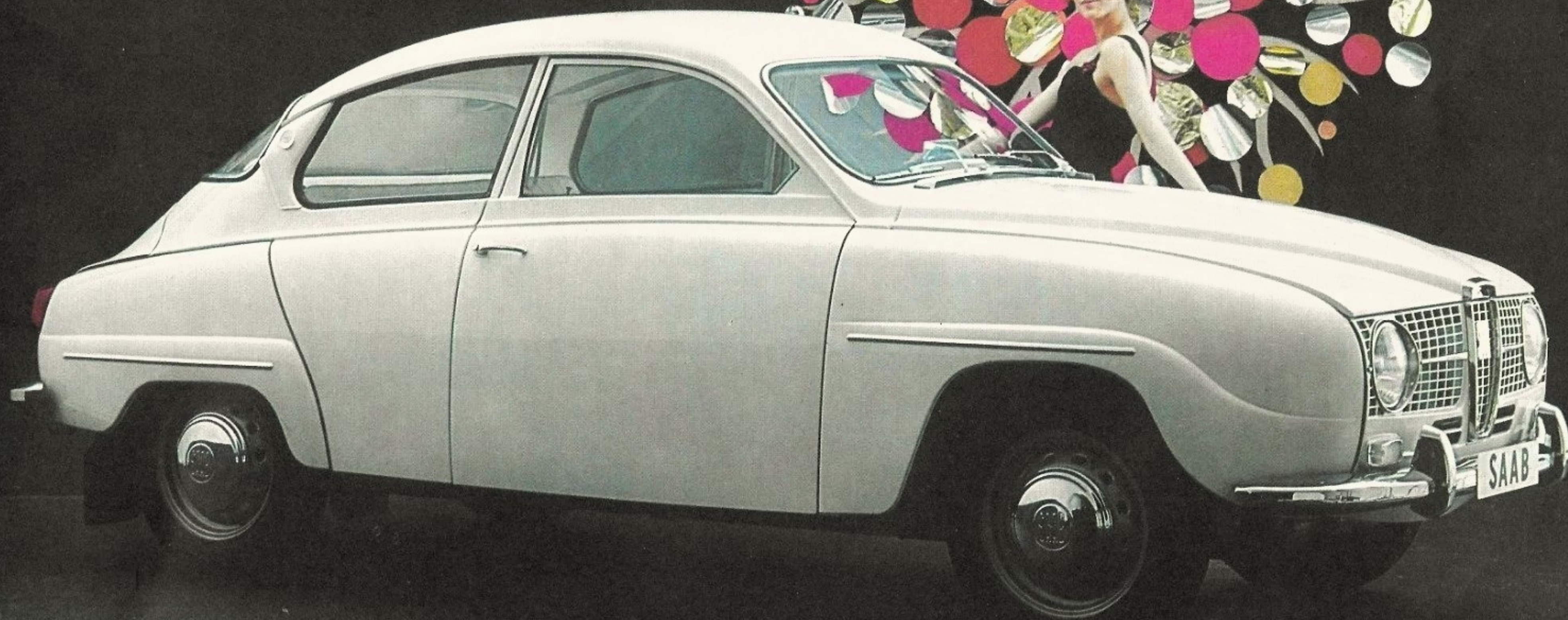
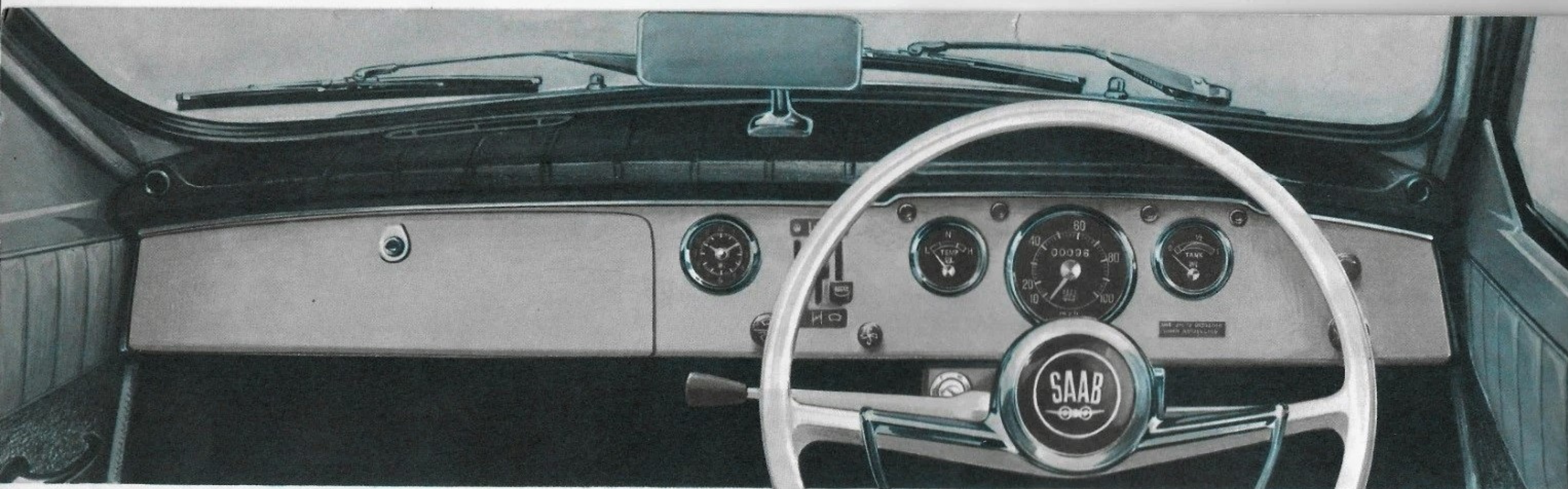


SAAB





You can choose between left-hand-drive and right-hand-drive.

Saab is a real car

— painstakingly thought-out and correctly designed. It is based on impartial engineering fundamentals that provide outstanding roadholding, a reliable and economical engine, dependable brakes, a robust body and a host of other features contributing to *safe and carefree motoring under all conditions*.

Study for yourself the underlying principles of the Saab design that resulted in the popular Swedish family car with a long list of rally successes to its credit. This was the line of thought:

- It is agreed that the passengers must have the best and the safest place, i.e. in the centre of the car, but where is the engine to be placed? The luggage accommodation and the fuel tank?
Locating the engine at the rear makes the car heavy at that end, which may result in treacherous behaviour, especially on slippery roads. This also means that the fuel tank will have to be at the front, not a happy solution from the point of view of safety. In addition, the luggage space will be restricted.
Accordingly — we place the engine at the front, luggage space and fuel tank at the rear.
- Is the car to have rear- or front-wheel drive?
Obviously front-wheel drive, since the weight of the engine will mainly act on the front wheels and thus provide better road grip. In addition there will be improved stability, a flat floor and the car can be given a low centre of gravity.
Consequently — the car is to have front-wheel drive.

- Is the bodywork to be styled in accordance with current trends?
In the first place the car must be roomy and is to be shaped for a low drag factor — resulting in lower fuel consumption, less wind noise and a higher maximum speed.
The shape of the car must be aerodynamically correct.

The 1965 Saab offers many new features, but instead of changes we prefer to call them improvements, for that is just what they are. The tried and tested Saab has become still better.

More elegant appearance. More powerful motor. New and more effective cooling system. New exhaust system for quieter running. New, improved heating and ventilating system with increased capacity. Simplified maintenance routines.

Is everything under control?

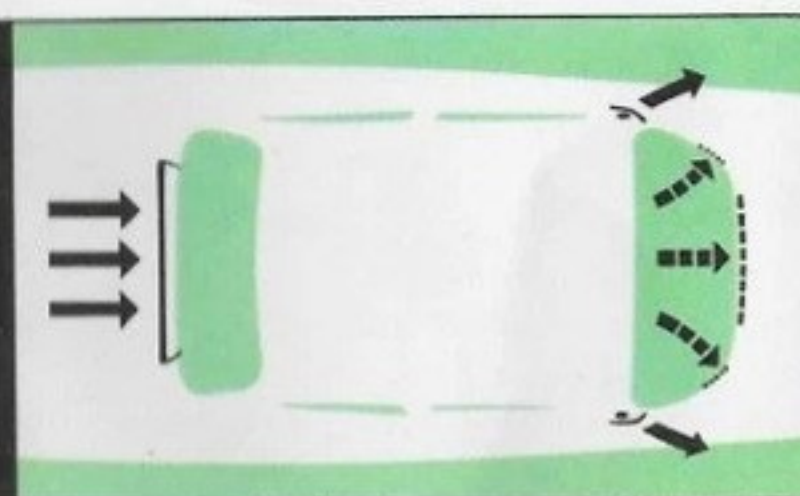
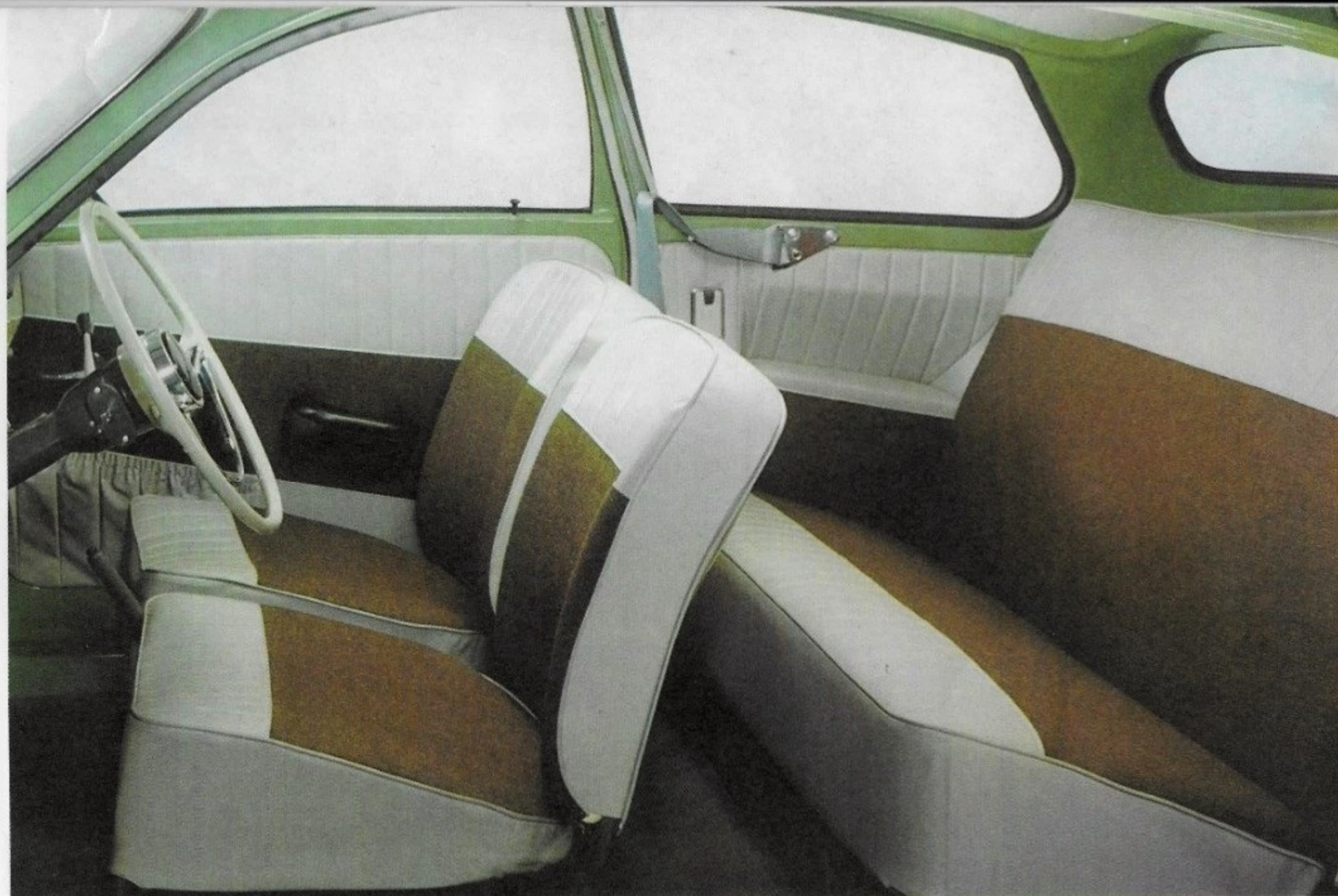
The Saab dashboard combines attractiveness and sportiness with an instrument layout which permits all dials to be seen at a glance. The controls are identified by unmistakable easy-to-read symbols and have been sensibly grouped for optimum accessibility. Windscreen wipers and washers operated by the same knob. The dashboard is capped by soft, matt padding, which forms a shield above the instruments to prevent reflections in the screen.

Safety first on Saab.

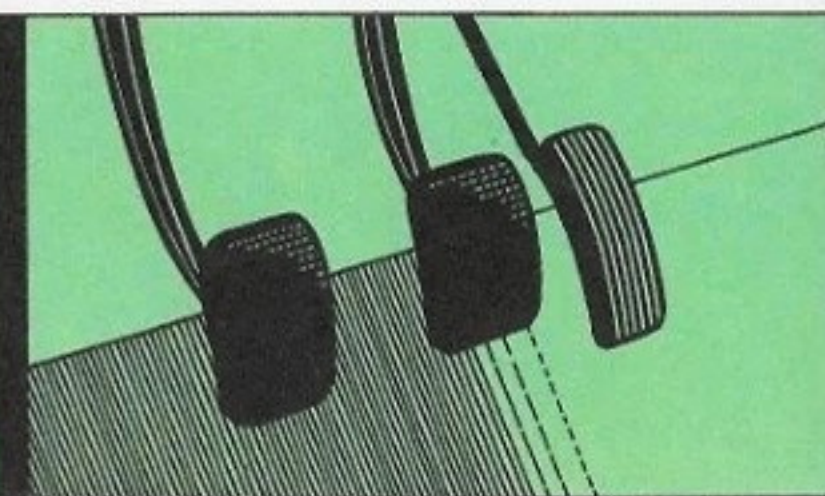
How can Saab be so roomy, comfortable and functional?

As soon as you sit in a Saab you will notice that the doors have been made unusually wide for ease of entry for driver and passengers. The interior is light and airy with large, usable spaces. There is ample room for five people and a lot of luggage. The floor is flat, which means that the foot room is good, even for rear seat passengers, and that the interior of the car is easy to keep clean and dry. Close the door and you will quickly discover that Saab is a draught proof but well-ventilated car. Comfortable conditions are maintained in desert dust and tropical rain, polar winter and safari heat.

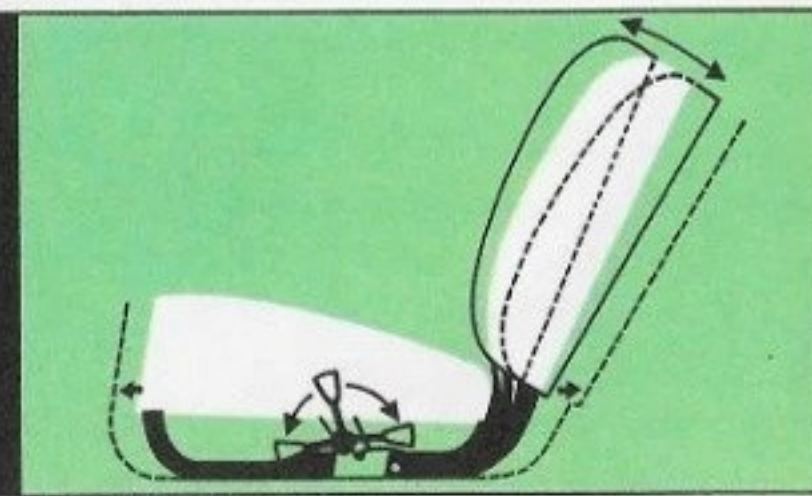
Comfort is standard on a Saab.



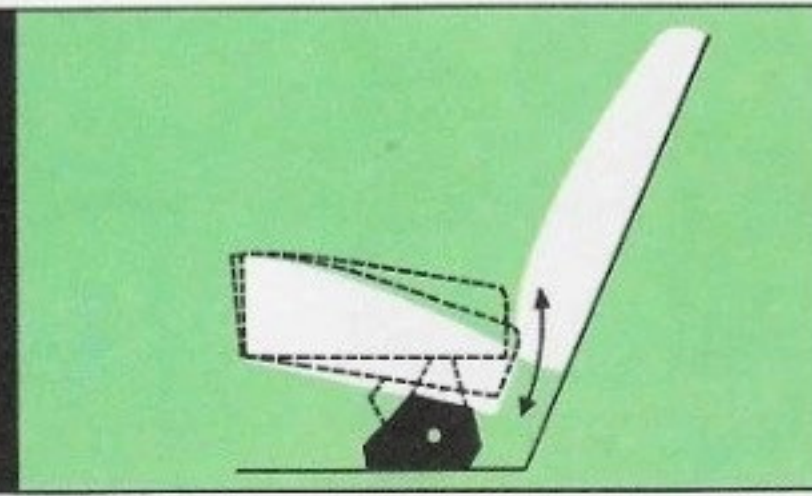
Efficient fresh-air system for luxurious ventilation without draughts and wind noise. Fresh-air intake placed high up. Exhaust at the rear window.



Pendant pedals and rubber carpet without holes. Hydraulically-operated clutch gives greater precision.



Front seat adjustment provides fore-and-aft movement and a choice of backrest angle. Also the height can be altered (two positions) to individual needs for a comfortable driving position.



Rear seat comfort is increased by three-position height adjustment, giving the children a chance to see everything too.



Safety belts can easily be mounted. There are anchorage points suiting two- and three-point type belts.

Why are there no black Saabs?

We have found that the demand for black is very small. Today's styles are directed towards lighter and brighter shades. Saab is available in different combinations of six colours and three matching upholsteries, as shown in the chart.

Saab is a colourful car.

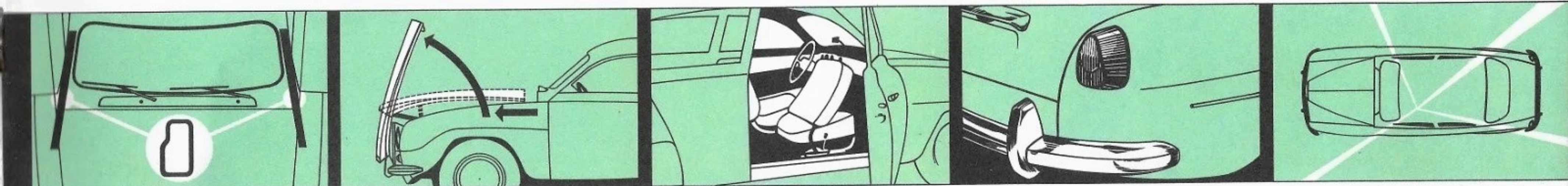


What makes Saab the ideal all-round car?

Look at the accommodation first. This is really generous. The easily-removable backrest of the rear seat permits long bulky parcels to be carried. The entire space can be utilized, from rear bumper to front seats. Saab's ability to hold a steady line on winding secondary roads and narrow streets, in rain and snow, is really amazing. A small turning circle makes it easy to park, even in the most restricted spaces.

Saab's lines are functionally correct. In addition it is an elegant car — now even more so thanks to the long, low bonnet. Body cleaning presents no problems, there are only smooth, flowing contours without awkward difficult-to-wash corners.

Saab is a real car



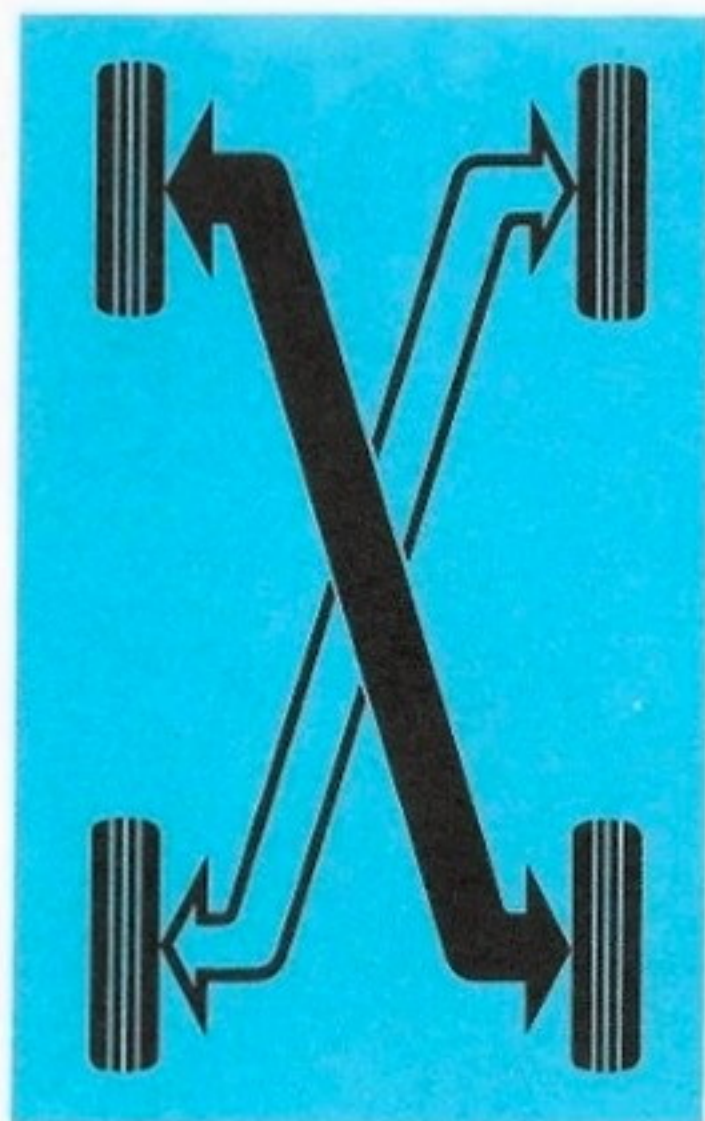
Integral chassis and body of heavy gauge steel with special reinforcements in the slender screen pillars. Good all-round visibility.

The bonnet, which is opened from inside the car, is provided with a safety catch. It is hinged at the front end and can be folded right forward.

Wide, sturdy doors make the car easy to enter and leave — even for rear seat passengers. The body is constructed as a solid, rattleproof unit.

Rear lamps of new design. Indicators, rear lamps and stop lights have separate panes. Direction indicators flash orange.

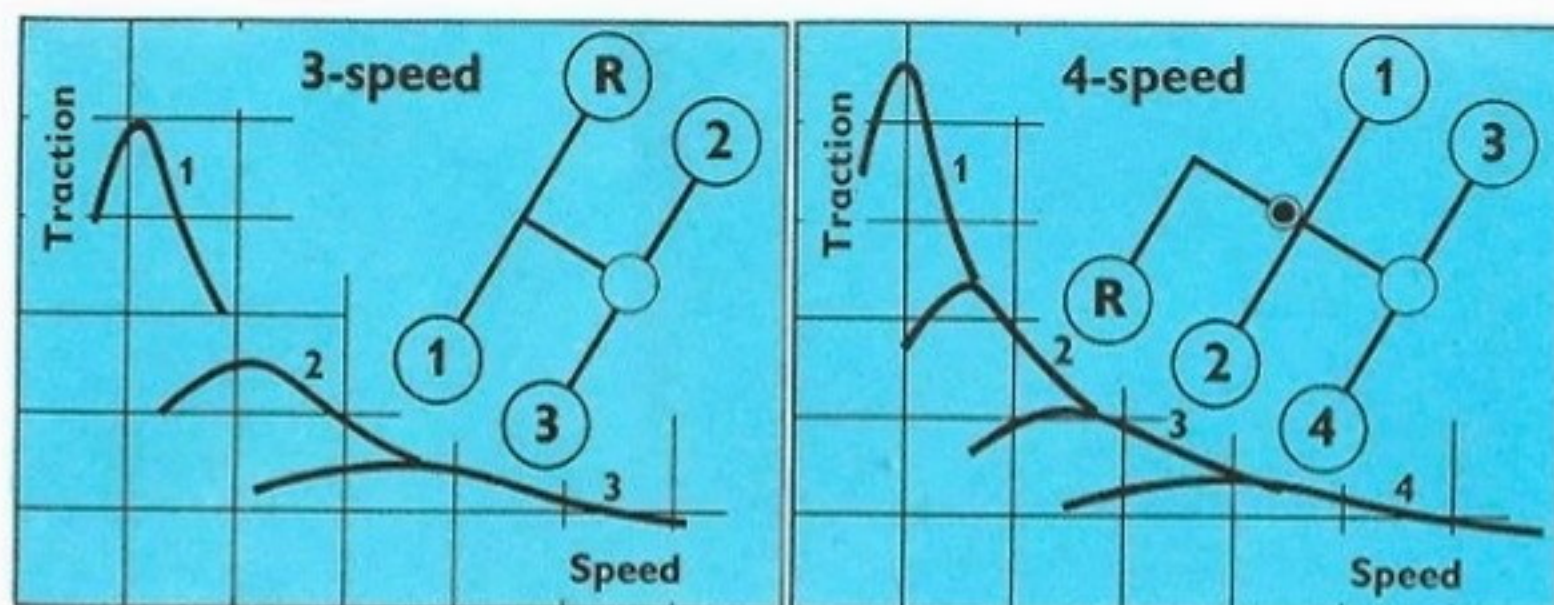
Excellent visibility over road and traffic. The driver can command more than 95 percent all-round vision.



The brakes on Saab are dependable. They are proportioned to withstand continuous usage and heavy loading. The duplicated hydraulic system is an advanced safety feature. Each of the two circuits acts on one front wheel and the rear wheel on the opposite side. In the event of failure, full braking force will still be obtained on two wheels, diagonally opposed to counteract skidding. Front brakes are self-adjusting. Pressure-reducing valves eliminate premature locking of the rear wheels.

A three-speed gearbox is fitted as standard. A four-speed all synchromesh box is available as an optional extra, and will provide better pulling power in the low gears and a higher gear ratio in top. This type of box is especially

suitable for the owner who likes to drive fast and demands extra performance when accelerating. The diagrams show the relationship between pulling power and road speed for both boxes.



What are the principal advantages of front-wheel drive?

Front-wheel drive, freewheel and an accurate distribution of weight give Saab exceptionally good handling qualities. Location of the complete power system between the driving wheels brings the weight in the correct position and has made it possible to give the car a low centre of gravity. The fact that the steering is extremely accurate with front-wheel drive

has been proved repeatedly, not least by the outstanding Saab successes in international rallies. But there is yet another reason for Saab's phenomenal roadholding. Since the rear axle does not transmit the drive, the design has been concentrated on lightness and stability for outstandingly good suspension. *Saab holds the road.*



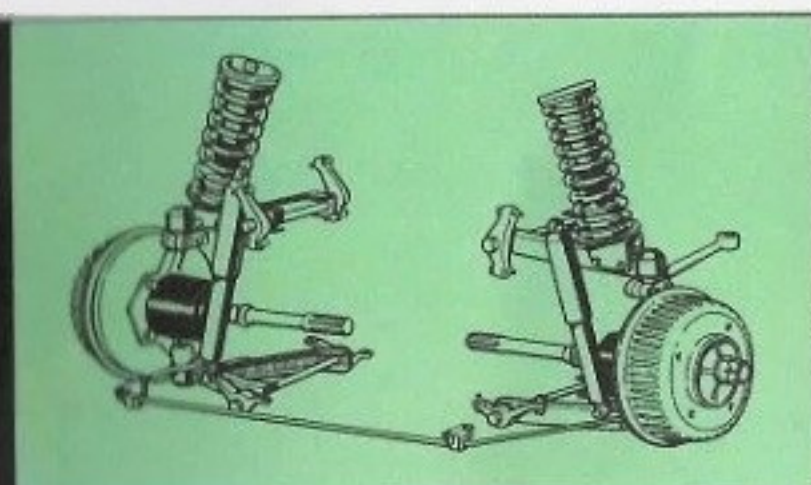
The Saab engine has three cylinders working on a two-stroke cycle. It is compact and lively and runs very smoothly and vibration-free. As in a four-stroke six-cylinder engine the crankshaft receives three impulses per revolution. Special features are the small number of moving parts and the ease of starting, even in severe cold. The reliability and toughness of the Saab engine have been proved in many gruelling competitions.

The majority of the new Saab modifications are concentrated at the front of the car and the engine compartment. Better cooling has been provided by a larger air intake and the repositioning of the radiator ahead of the engine. The heating system* has been improved and gives full heat soon after starting. A considerably higher temperature can be maintained — even at the rear seat.

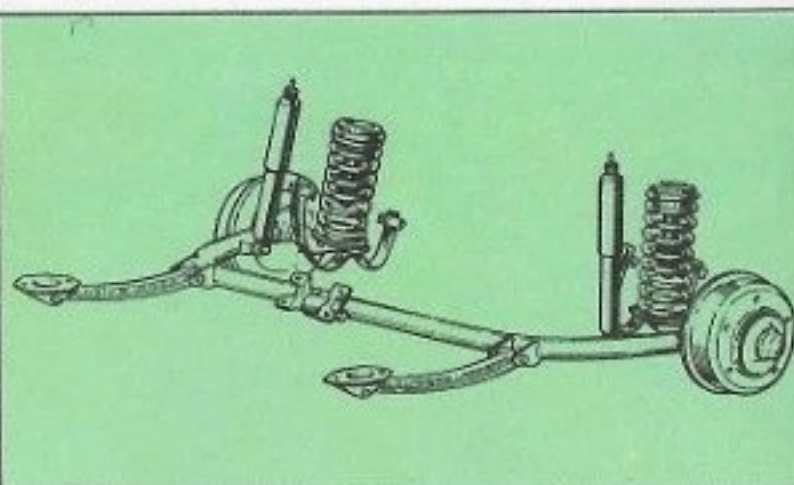
*) Heater is standard in Europe and on certain other markets.



The flat floor of the luggage compartment covers a large area and has no high sill at the rear, which greatly facilitates the stowage of heavy and bulky goods. Spare wheel and tool kit are located underneath the floor, out of the way of the luggage. Luggage space lighting is provided as standard.



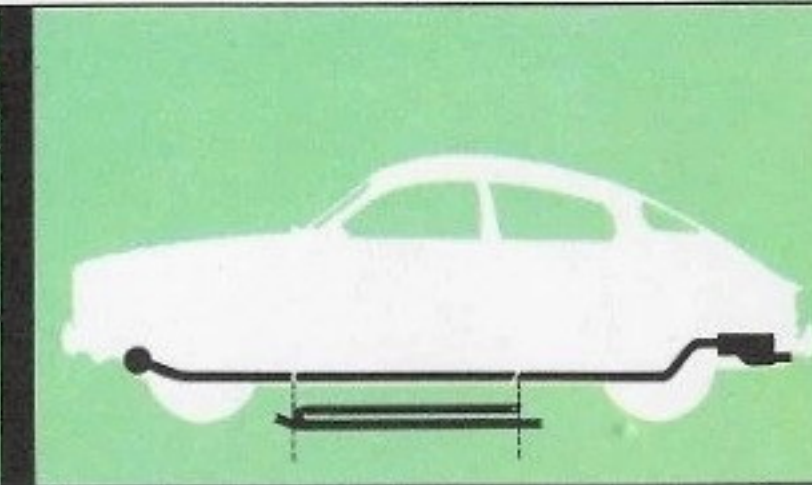
Front wheel suspension on wishbones. Birfield C.V.J. outer drive-shaft joints, Rzeppa-type, require no maintenance.



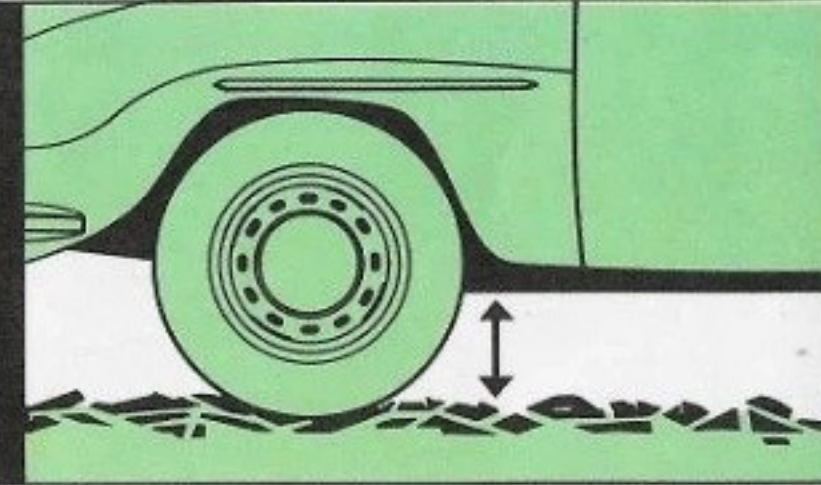
Independent coil springs and hydraulic shock absorbers on all wheels. Light, rigid rear axle without heavy transmission elements.



The carefully rustproofed body is undercoated prior to final painting. A guarantee for long effective protection.

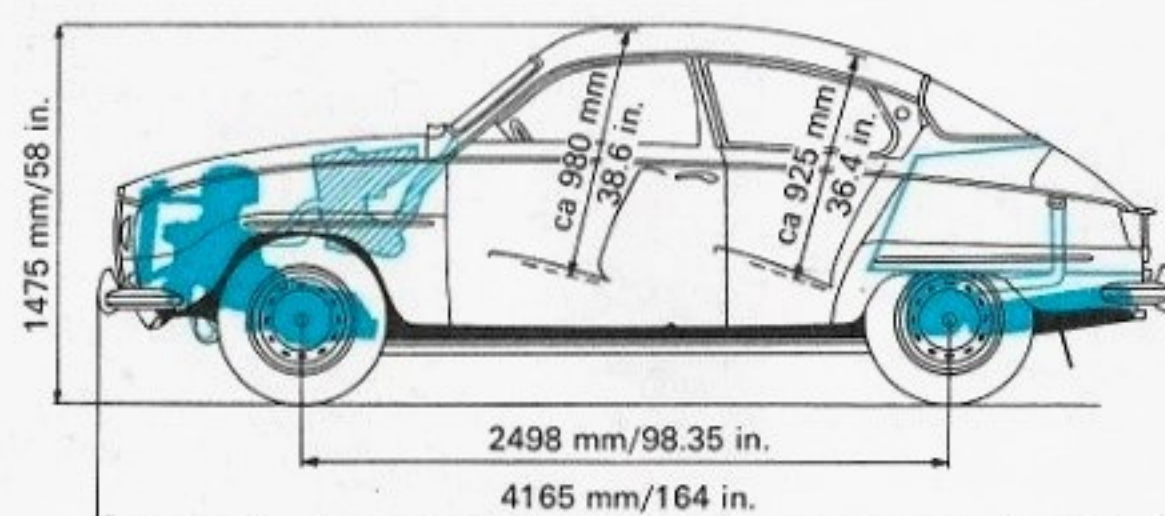


New exhaust system for quieter running. New design of silencer gives considerably longer life



15" wheels and a smooth underbody without propeller shaft ensure that Saab gets you there safely, even over relatively poor roads.

Specifications



Engine

Three-cylinder, two-stroke. Bore 70 mm (2.76 in.). Stroke 72.9 mm (2.87 in.). Cubic capacity 841 cc (51.3 cu.in.). Compression ratio 8.1:1. Gross b.h.p. (SAE) 44 at 5,000 r.p.m. B.h.p., DIN-rating, 40 at 4,250 r.p.m. Torque 62.2 ft. lbs. (SAE) at 2,800 r.p.m., 60.8 ft. lbs. (DIN) at 3,000 r.p.m.

Cooling system: Water cooling. Circulation pump, fan and thermostat. Capacity, including heater, approx. 1.43 Imp. gallon.

Fuel system: Pneumatic pump. Downdraught carburettor. Fuel tank capacity, approx. 8.8 Imp. gallon.

Lubrication: Engine lubricated by oil added to fuel. Oil-petrol ratio, run-in engine, 1:33 (3 %).

Transmission

Engine, clutch, gear-box and differential are assembled to a unit, mounted between the driving wheels. Front wheel drive. Free-wheel.

Clutch: Hydraulically operated single dry-plate clutch with resilient hub.

Standard gearbox: Three forward ratios and reverse. 2nd and 3rd speeds synchronized. Over all gear ratios: Top 5.1:1, 2nd 8.5:1, 1st 16.7:1, reverse 21.0:1.

4-speed gearbox, available at extra cost: All forward speeds synchronized. Overall gear ratios: Top 4.5:1, 3rd 7.0:1, 2nd 11.4:1, 1st 19.3:1, Reverse 17.6:1.

Steering column gear shift lever.

Differential: Final drive ratio 5.43:1.

Oil capacity, gearbox and differential (same housing) approx. 1.25 Imp. quarts. Speed at 1,000 r.p.m., top gear, wheel radius 11.9 in.: 14.0 m.p.h. with 3-speed, 15.7 m.p.h. with 4-speed gearbox.

Brakes

Lockheed dual hydraulic system foot-brakes (*two independent hydraulic systems, each actuating*

one front and one rear wheel diagonally). Linings: 9"×1³/₄" front, 8"×1¹/₂" rear. Total friction area: 105 sq.in. Mechanical hand-brake, acting on the rear wheels.

Steering gear

Rack and pinion type. Steering gear ratio 14:1 (average). Turns of steering wheel from lock to lock 2¹/₄.

Suspension

Coil springs front and rear. Independent front wheel suspension, transverse wishbones. U-shaped, tubular, rigid rear axle. Tubular hydraulic shock-absorbers all around.

Wheels and tyres

Wide-base artillery-type disc wheels. Rim size 4J×15". Tubeless tyres 5.00—5.20×15".

Electrical system

12-volt, 33 amp. hr. battery. 0.5 hp starter. 14 volt, 25 amp. generator. Vacuum- and centrifugal-controlled ignition timing.

Body

Unit construction with 2 doors. Anti-corrosion treatment and undercoating standard. Luggage locker at rear, approx. 13 cu.ft. (370 litres).

Dimensions

Overall length incl. bumpers 13 ft. 8 in. (4,165 mm)
Overall width 5 ft. 2 in. (1,580 mm)
Overall height (unladen) 4 ft. 10 in. (1,475 mm)

Ground clearance 7.5 in. (190 mm)
Wheelbase 8 ft. 2.3 in. (2,498 mm)
Turning radius 17 ft. 4 in. (5.3 m)

Weights

Unladen weight, including fuel, water, tools and spare wheel (kerb weight) approx. 1,820 lbs. Front/rear distribution of unladen weight 58/42 %.

Standard equipment

Head lamps with asymmetric dipped beam
Lighting in luggage boot
Self-cancelling, flashing direction indicators
Double windscreen wipers
Windscreen washer
Two padded sun-vizors
Anchorage points for seat belts
Gearshift lever lock
Ashtrays
A large glovebox
Double horns
Splash protectors
Undercoating
Instrument dials:
Speedometer, coolant thermometer, fuel gauge, electric clock
Control lights for direction indicators, headlamp main beam and battery charge
Interior light with courtesy switch
Fuel shortage warning lamp lighting up when less than 1¹/₂ gallons remain.
Separate, adjustable front seats with backrests, adjustable to seven different rakes
Padding on facia top edge
Spare wheel with tyre, jack and tool-kit

The manufacturers reserve the right to make modifications without notice.

SVENSKA AEROPLAN AKTIEBOLAGET

Works Trollhättan
Export Dept. Linköping
SWEDEN

